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Jan. 1963
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STATE DOCUMENTS

THE
CENTER
LINE

MONTANA HIGHWAY
COMMISSION

V.V.I. - No
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EXTRA!

EXTRA!

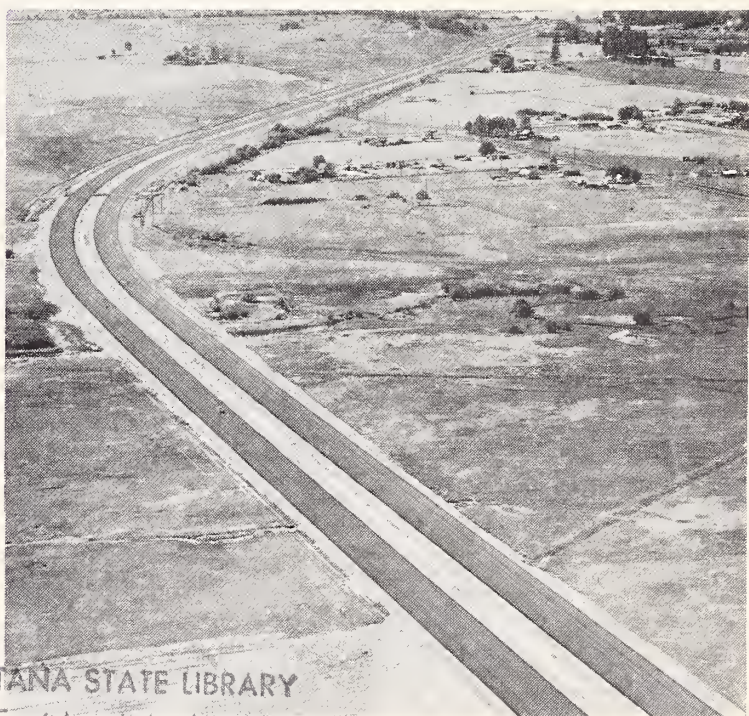
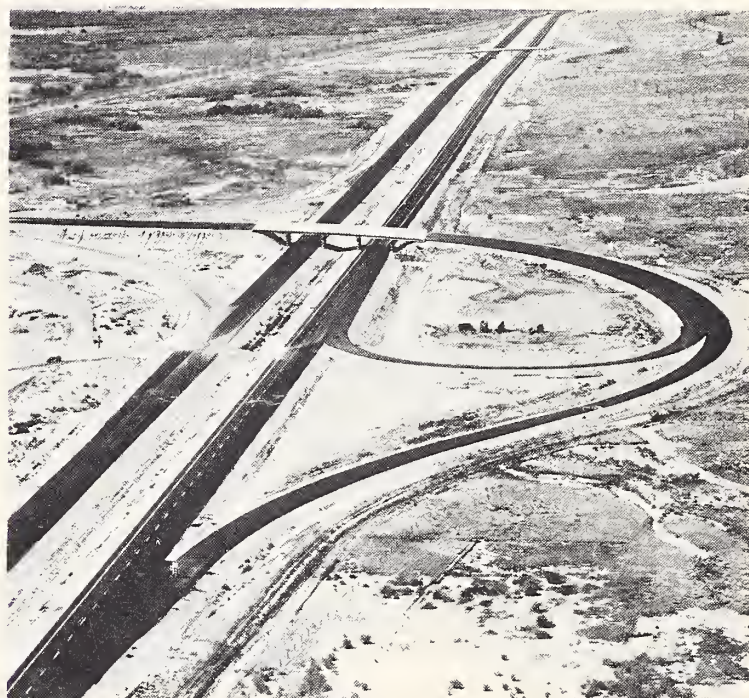
BUTTE-ANACONDA HIGHWAY DEDICATED

This new highway, portions of which are shown here, and which is being dedicated to-day, is partially Interstate 90 and U. S. 10A. With the exception of six miles from Anaconda east, it is constructed on a new alignment.

The people of Anaconda-Butte area should be very proud of this new roadway which will make commuting between the two cities much safer and more enjoyable.

This new highway eliminates one of the most hazardous highways in the state.

On hand for the dedication today are several highway and Bureau of Public Roads
(Continued on back side)

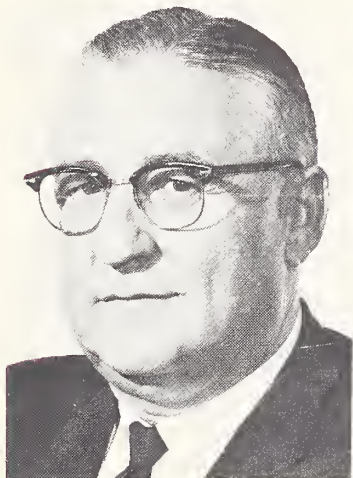


MONTANA STATE LIBRARY
930 East Lyndale Avenue

This thirteen-mile section of highway was built in four contracts, with Naranche and

The total cost for the thirteen miles of this project is \$3,285,929.

State Highway Engineer

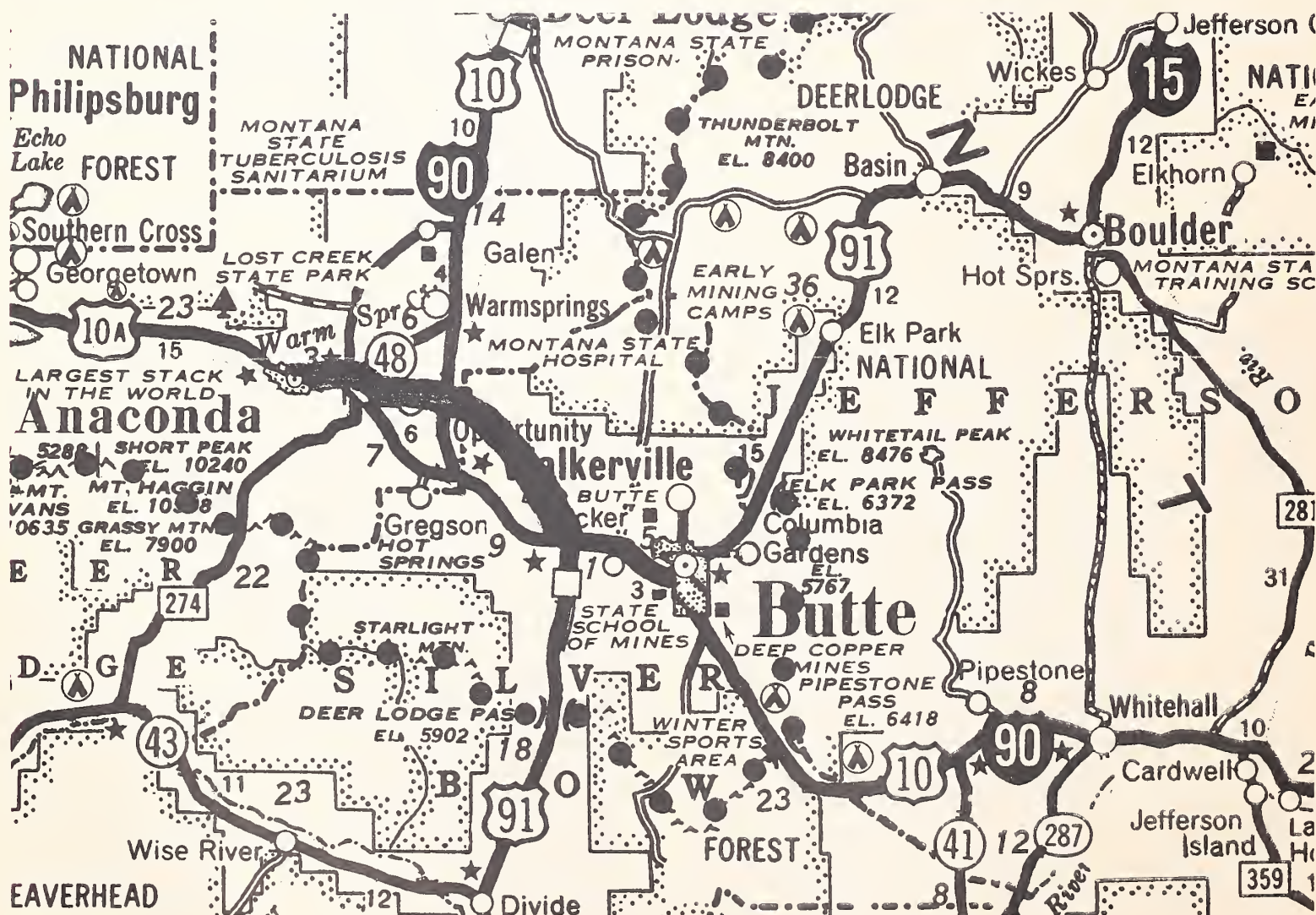


tana will meet high safety standards and usability.

State Highway Commission Chairman



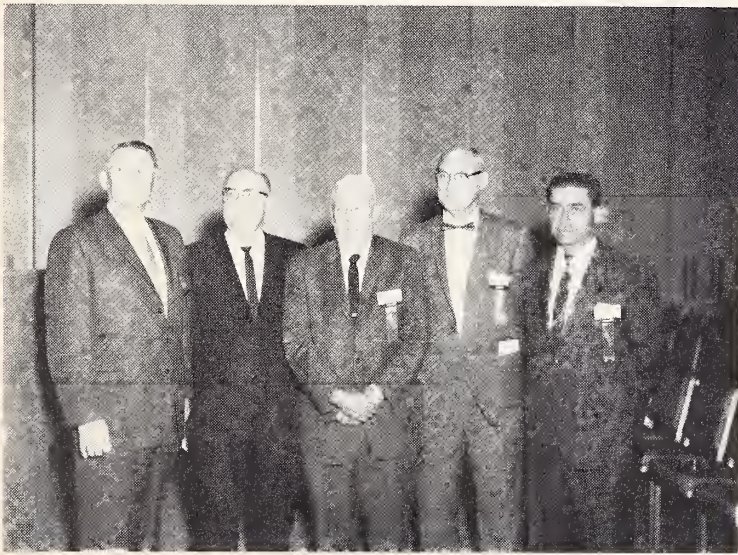
Another important link in highway progress in Montana is being dedicated here today. It should be an economic boast in linking the cities of Butte and Anaconda, which before was served by an inadequate road. This new highway will bring two friendly cities closer together.





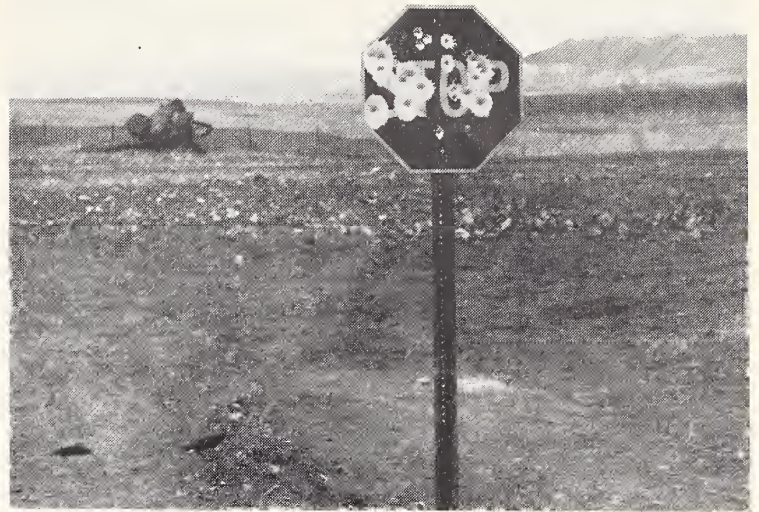
Here is a picture of the new rest area comfort station recently completed at Belt. This is one of five which are in the final stages of completion, and which will be ready for tourist travel early in the spring. Each comfort station has flush toilets, running water, and the rest area will have a picnic shelter, benches, tables, and garbage cans.

Located at Belt, Shawmut, Bainville, Alder and Somers, these projects are being built with maintenance money. The Commission has given the "go ahead" for designing and construction of many more similar rest areas on the primary system.



Through the courtesy of the Colorado Department of Highways we have a picture of the new officers of WASHO. Montana was honored to have our own commissioner Stanley Halorson elected as a member of the executive committee. Shown here are Hal Woodward, Highway Commissioner of Texas, Halvorson, Forrest Cooper, State Highway Engineer of Oregon (President), John C. Myatt, State Highway Engineer of Hawaii (Vice-president), and C. Taylor Burton, Director of Highways for Utah (Secretary).

\$100.00 REWARD



In line with the MHD's campaign to cut down on sign vandalism, welcome news has come to us that a \$100 reward is being offered for information leading to the apprehension of anyone shooting, or otherwise maliciously destroying, any highway signs.

The reward is being posted jointly by the Contractors' Association, the Petroleum Dealers Association and the Motor Transport Association.

It is hoped that all MHD personnel will be on the alert for sign vandals, and report them to the proper law enforcement officers. Since the Fish and Game Department is co-operating in this project, violations may be reported to game wardens, as well as to sheriffs, or highway patrolmen.

This picture shows a sign east of Townsend which has 23 bullet holes in it. The blurred object to the left is a piece of road machinery used on the construction nearby, however, it could easily have been an automobile which had been wrecked as the result of a bullet, or because the driver could not read the legend on the STOP sign.

Last month's *Centerline* carried a picture and story about the BPR open house. A mistake was made in the identification of Bureau personnel in one of the pictures. We said it was H. T. Anderson. It should have been "Slim" Gordon. Our apologies.



You would almost think the striped effect on this steep cut was man-made. Actually, it is the result of layers of clay, with alternating shades of brown. The cut was made through a hill on the Huson-West Interstate project.



Traffic is now using the new highway up the Rimrocks in Billings. This "Swede's-eye" view shows the new alignment terminating with the interchange near the airport, and the state highway No. 3 extending on past the field toward Lavina.

HIGHWAY BUSINESS IS BOOMING

There have been 500 new projects let to contract by the MHD since 1958. Broken down into systems, they show 137 Interstate, 163 Primary, 172 Secondary, 6 E. R. F. O. (Emergency relief), and 8 R. A. D. (Radar access defense).

At each month's lettings, this figure is increased by 10-20 additional contracts.

HATS OFF TO G. K. UCHYTIL

G. K. Uchytel, division sign painter for the Montana Highway Department at Glendive, really went "all-out" in the current project of displaying damaged signs in the Glendive Division.

J. R. Roundtree, division engineer, reports that signs have been placed in 30 different locations in 11 cities and towns in the division. The display may be seen in schools, courthouses, bars, newspapers; on bulletin boards, windows and lobbys.

The PIC office appreciates the cooperation of the division engineers in getting these displays erected. We hope it will help minimize vandalism of our highway signs.



Today's Tom Sawyer is a far cry from the Mark Twain character. Elmer Liebelt, sectionman at Flowing Wells, "whitewashes" his own fences. In this case, he is painting the bridge railing over Little Dry Creek near Van Norman.

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH , TYPE OF CONSTRUCTION AND LOCATION
<u>FEDERAL AID PRIMARY PROJECTS</u>			
101	F 33 (6) & F 108 (9)	9-30-64	8.0 miles grade, drain, aggregate & plant mix bituminous surface . (U. S. 87 - S. of Roundup) .
102	F 207 (8)	12-31-63	0.2 miles grading, drainage, surfacing, plant mix bituminous & seal coat oiling . (U. S. 10 - In Butte) .
103	U-F 242 (16)	12-31-63	0.8 miles grade, drain, surface & plant mix bituminous surfacing . (U. S. 91 - In Butte) .
104	F 279 (4)	12-31-63	0.5 miles grade, drain, surface, plant mix bituminous & seal coat oiling . (U. S. 10 - ByPass - In Butte) .
105	F 152 (7) U 2	8-31-64	One 213 ft. prestressed concrete beam bridge - Milk River . One large structural plate pipe - Indian Service Irrigation Canal .
106	F 193 (13)	4-30-64	(U. S. 2 - S. of Harlem) .
107	F 135 (18)	4-30-64	11.6 miles grass seeding . (Montana 16 - Medicine Lake N.) .
108	F-PG 68 (12) U 1	9-1-64	0.6 miles seeding & mulching . (U. S. 10 - W. of Miles City) .
109	F-PG 68 (12) U 2	12-31-63	2.7 miles (four-lane divided) grade, drain, surface, plant mix bituminous surface . Signing & Delineation . (U. S. 10 A - E. of Anaconda) .
110	U F 296 (15) U 1	12-31-63	Four prestressed concrete beam bridges, dual 70 ft. - Clark Fork & dual 148 ft. - NP. RY. (U. S. 10 A - E. of Anaconda) .
111	F 187 (13) , F 230 (7) & U 296 (14)	12-31-63	2.7 miles fencing . (U. S. 10 A - E. of Anaconda) .
112	F 149 (19) & 252 (15)	9-15-64	0.7 miles grade, drain, surface, & plant mix bituminous surface . (U. S. 212 - Laurel S.) .
113	F 191 (24)	8-31-65	1.6 miles grade, drain, surface, stabilized base surface, plant mix bituminous, seal coat oil . (U. S. 91 - Main Street In Conrad) .
114	F 217 (11)	10-15-65	4.7 miles grass seeding . (U. S. 2 - Glasgow E.) .
115	F 46 (6)	12-31-63	4.2 miles (0.7 miles four-lane) grade, drain, surface & plant mix bituminous surfacing . (Montana 3 - Billings N. W.) .
116	F 228 (19) U 1	9-1-64	0.1 mile lighting and signing at Intersection U. S. 10, 212, 87 & 312 . (U. S. 10 - Billings) .
117	F 228 (19) U 2	9-1-64	9.8 miles grade, drain, surface & plant mix bituminous surface . (U. S. 87 - S. W. of Fort Benton) .
118	F 264 (8)	10-31-64	5.9 miles grade, drain, aggregate & plant mix bituminous surfacing . (U. S. 93 - S. of Kalispell) .
119	HOW F 28 (3)	12-31-63	9.2 miles grade, drain, aggregate & plant mix bituminous surface . Relocate portion of NP. RY. tracks . (U. S. 89 - S. of Livingston) .
120	F 28 (4)	12-31-63	11.2 miles plant mix bituminous surfacing . (Montana 47 - N. of Hardin) .
121	U F 395 (6)	12-31-63	1.5 miles grade, drain, cement stabilized base, surface, concrete pavement, plant mix bituminous, seal coat oil. One concrete underpass - NP. RR. (U. S. 10 - In Billings) .
122	F 235 (25)	12-31-63	0.6 mile grade, drain, aggregate & plant mix bituminous surface . Signing & Delineation . (U. S. 10 - West Billings Interchange) .
123	F 235 (31)	12-31-63	0.6 mile fencing . (U. S. 10 - West Billings Interchange) .
124	F 114 (5)	9-1-64	1.5 miles signing, signals & lighting . (U. S. 10 - In Billings) .
125	F PG 219 (16) U 1	12-31-63	6.4 miles grade, drain, aggregate & plant mix bituminous surfacing . (U. S. 12 - Townsend E.) .
126	F 9999 (1)	1-31-64	5.8 miles fencing . (U. S. 87 - S. of Grass Range) .
127	F 191 (20) U 1	12-31-63	5.8 miles grade, drain, surface, & plant mix bituminous surfacing . (U. S. 87 - S. of Grass Range) .
128	F 246 (13)	11-15-64	0.4 miles (0.1 mile four-lane divided) grade, drain, surface, plant mix bituminous surface . (U. S. 87 - ByPass - Great Falls N.) .
129	F 249 (13)	1-31-64	1.5 miles (1.1 miles four-lane divided) grade, drain, surface, plant mix bituminous & concrete pavement . Two concrete underpasses - GN. RR. & Smelter Avenue . (U. S. 87 - ByPass - Great Falls N.) .
130	U 227 (6) & F 388 (6)	12-31-63	7.5 miles grade, drain, surface, plant mix bituminous surface . One 81 ft. prestressed concrete beam bridge - Otter Creek .
131	F 184 (15)	12-31-63	(U. S. 87 - W. of Stanford) .
132	BRFO 41 (1)* *	1964	4.0 miles plant mix bituminous surfacing . (U. S. 87 - W. of Stanford) .
133	F 185 (6) U 2	12-31-63	2.4 miles grade, drain, surface & plant mix bituminous surfacing . (Hysham connection to Interstate) .
134	F 153 (8)	12-31-63	9.8 miles grade, drain, surface & plant mix bituminous surfacing . (U. S. 10 A - N. W. of Missoula) .
135	F 153 (9)	4-30-64	11.9 miles signing . (U. S. 10, 10 A, & 93 - Missoula to Kalispell) .
136	F 176 (7)	7-30-64	7.3 miles (2.5 miles grade & drain) surface, plant mix bituminous & seal coat oiling . (U. S. 93 - N. of Polson) .
137	F 214 (3) U 2	12-31-63	9.2 miles grade, drain, aggregate & plant mix bituminous surfacing . (Montana 20 S - S.E. of Circle) .
138	F 210 (3)	12-31-63	0.6 mile grade, drain & slide area stabilization . (U. S. 12 - E. of Garrison) .
139	F 227 (6)	12-31-63	2.6 miles street widening, curbs, plant mix bituminous surfacing, traffic signals & signing . (10th Avenue S. ByPass-In Great Falls) .
140	FHP 13-3 (1)*	1963	1.1 miles seeding & mulching . (U. S. 10 - N. of Deer Lodge) .
141	F 209 (4)	9-15-64	1.0 mile grade, drain, aggregate & plant mix bituminous surfacing . One 36 ft. concrete slab bridge - Cougar Creek .
142	F 86 (22)	4-30-64	(U. S. 191 - N. of Yellowstone) .
143	F 315 (16) U 1	12-31-63	0.3 miles seal coating . (U. S. 10 - W. of Livingston) .
144	F 315 (17)	4-30-64	9.0 miles grade, drain, surface & plant mix bituminous surfacing . (U. S. 2 - E. of Dodson) .
145	F 315 (18)	4-30-64	9.0 miles grass seeding . (U. S. 2 - E. of Dodson) .
	F 157 (19)	7-15-64	5.3 miles grade, drain, surface & plant mix bituminous surfacing . (Montana 20 - E. of Simms) .
			9.2 miles seal coating . (Montana 43 - Wisdom W.) .
			1.0 miles seal coating . (U. S. 12 - In Helena) .
			6.0 miles plant mix bituminous surfacing . (U. S. 89 - N. W. of Browning) .
			4.0 miles plant mix bituminous surfacing . (U. S. 89 - N. W. of Browning) .
			4.3 miles grade, drain, surface, & plant mix surfacing . (U. S. 89 - N. W. of Browning) .
			4.1 miles grade, drain & base . One 60 ft. reinforced concrete bridge-Bear Creek. One 26 ft. concrete slab bridge - Devil Creek .
			(U. S. 2 - S.W. - E. Glacier) .
			5.5 miles grade, drain, aggregate & plant mix bituminous surface . Four 20 ft. concrete bridge .(U. S. 191 - W. of Bozeman) .
			0.8 miles seeding & mulching . (U. S. 10 - S. W. of Miles City) .
			11.4 miles grade, drain & surface . (Montana 24 - S. E. of Fort Peck) .
			12.0 miles grass seeding . (Montana 24 - S. E. of Fort Peck) .
			11.4 miles grass seeding . (Montana 24 - S. E. of Fort Peck) .
			10.9 miles, grade, drain, surface, & plant mix bituminous surface . Widen one 164 ft. - Concrete T Beam Bridge to 28 ft. roadway
			S. Fork Sunday Creek. One 122 ft. - prestressed concrete beam bridge-N. Fork Sunday Creek. (Montana 22 - N.W. of Miles City) .
<u>FEDERAL AID SECONDARY PROJECTS</u>			
201	S 311 (5)	8-31-64	0.9 mile grade, drain, aggregate & road mix bituminous surface . One 213 ft. prestressed concrete beam bridge - Milk River .
202	S 58 (6)	8-31-65	(S. of Chinook) .
203	S 236 (8)	8-30-64	1.1 miles grade, drain, aggregate & plant mix bituminous surface. One 650 ft. welded steel plate girder bridge - Flathead River .
204	S 316 (11)	9-30-64	One 128 ft. prestressed concrete beam overpass - NP. RR. (Perma North) .
205	S 318 (4) & S 347 (11)	8-31-65	1.2 miles grade, drain, surface. One 562 ft. riveted plate girder bridge . (N. of U. S. 10 & Montana 47) .
206	S 318 (3) & S 347 (10)	8-31-64	7.6 miles grade, drain, aggregate & plant mix bituminous surfacing . (N. of Cut Bank) .
207	S 192 (3)	12-31-63	8.2 miles grade, drain, aggregate & plant mix bituminous surface . (Ekalaka S.) .
208	S-SG 192 (4) U 1	9-1-64	8.2 miles fencing . (Ekalaka S.) .
209	S-SG 192 (4) U 2	9-1-64	Dual prestressed concrete beam bridges - I-90 Separation . (S. W. of Billings) .
210	FHP 5-1 (1) 2 (2) *	1963	1.0 miles grade, drain, aggregate & plant mix bituminous surface . Signing & Delineation . (Connection to W. Billings Interchange) .
211	S 26 (10)	12-31-63	1.0 mile fencing . (Connection to W. Billings Interchange) .
212	FHP 11-1 (1) & S 391- FH *	1963	13.8 miles plant mix bituminous surfacing . (S. of Troy) .
213	S 359 (7)	10-15-64	One 102 ft. - prestressed concrete beam bridge - Soap Creek & approaches . (S. of St. Xavier) .
214	BRFO 41 (1) **	1964	32.5 miles grading, drainage & base. Raising of three timber bridges - Lolo Creek . (U. S. 12 - Lolo to Idaho State line) .
215	S 65 (6)	12-31-63	3.0 miles grade, drain, aggregate & plant mix bituminous surfacing . One 50 ft. treated timber bridge - Drainage . (Glendive S.) .
216	ROW S 370 (13)	12-31-63	15.6 miles grade, drain aggregate & plant mix bituminous surfacing . Two concrete slab bridges, 75 ft. - Grayling Creek and
217	S 370 (15)	12-31-63	124 ft. - Beaver Creek. Widen 83 ft. concrete girder bridges - Cabin Creek . (N. W. of W. Yellowstone) .
218	S 389 (3)	12-31-63	4.9 miles grade & drain. One 245 ft. prestressed concrete beam bridge - Swan River . (S. of Big Fork E.) .
219	S 85 (00) U 2 & S 85 (3) U 2	12-31-63	Reset 239 rods of fencing . (W. of Wilsall) .
220	S 28 (7) & S 28 (8)	9-30-64	6.7 miles grade, cement stabilized base, drain, plant mix bituminous & seal coat oiling . (W. of Wilsall) .
221	S 129 (8)	12-31-63	2.7 miles grade, drain, bituminous stabilized base, aggregate & plant mix bituminous . (Sidney Loop) .
222	S 401 (3) U 1	12-31-63	Three prestressed concrete beam bridges. One 92 ft. & 71 ft.-Horse Prairie Cr. One 71-ft.-Medicine Lodge Cr. (Armstead W.) .
223	S 401 (3) U 2	6-30-64	8.8 miles grade, drain, & aggregate surfacing . (McLeod S.W.) .
224	S 290 (16) & S 307 (12)	7-1-64	7.0 miles grade, drain, surface, & plant mix bituminous surfacing . (Rapelje S.) .
225	S 2 (15) U 1	12-31-63	8.2 miles grade, drain & aggregate surfacing . (Plevna S.) .
226	S 200 (5)	12-31-63	Two 132 ft. - prestressed concrete beam bridges - Sandstone & S. Fk. Sandstone Cr. (Plevna S.) .
227	S 213 (4)	12-31-63	4.9 miles grade, drain, surface, & plant mix bituminous surfacing . Widen three timber bridges . (N. of Geraldine S.) .
228	S 407 (2)	10-31-64	1.8 miles, grade, drain, surface, plant mix bituminous & seal coat oiling . (N. of Helena) .
229	S 361 (12)	7-15-64	13.2 miles (part aggregate surface) plant mix bituminous surfacing . (Froid W.) .
230	S 6 (4) U 2	12-31-63	0.9 miles, grade, drain, surface, & plant mix bituminous & seal coat oiling . (E. of Butte) .
231	S 291 (6) U 2	12-31-63	0.3 miles grade, drain & aggregate surface. One 457 ft. welded steel plate girder bridge. - Clark Fork . (S. E. of Alberton) .
232	S 330 (1) U 2	12-31-63	6.6 miles grade, drain, surface, & plant mix bituminous surfacing . (Girard W. to E.) .
233	S 368 (17)	7-10-64	7.0 miles seal coating . (N. of Townsend) .
234	S 402 (3)	12-31-63	5.4 miles seal coating . (N. of Avon) .
235	S 121 (4)	12-31-63	2.5 miles seal coating . (East Helena S. W.) .
236	S 322 (7)	12-31-63	8.7 miles aggregate, plant mix bituminous surfacing & seal coating . (N. of Glasgow) .
237			7.8 miles grade, drain, surface, plant mix bituminous & seal coat oiling . (N. E. of Culbertson) .
238			11.6 miles (1.0 mile grade & drain) aggregate & plant mix bituminous surfacing . (Utica to Hobson) .
239			6.3 miles grade, drain, surface & plant mix bituminous surfacing . (E. of Hardin) .
<u>OFF SYSTEM PROJECTS</u>			
303	R AD 7 (1) *	1963	8.7 miles grading, drainage & aggregate surfacing . (Brooks E.) .
304	FHP 59-2(1) & FL 59 (1),(2)*	1963	8.7 miles grading, drainage, aggregate & plant mix bituminous surfacing . (S. of Red Lodge) .

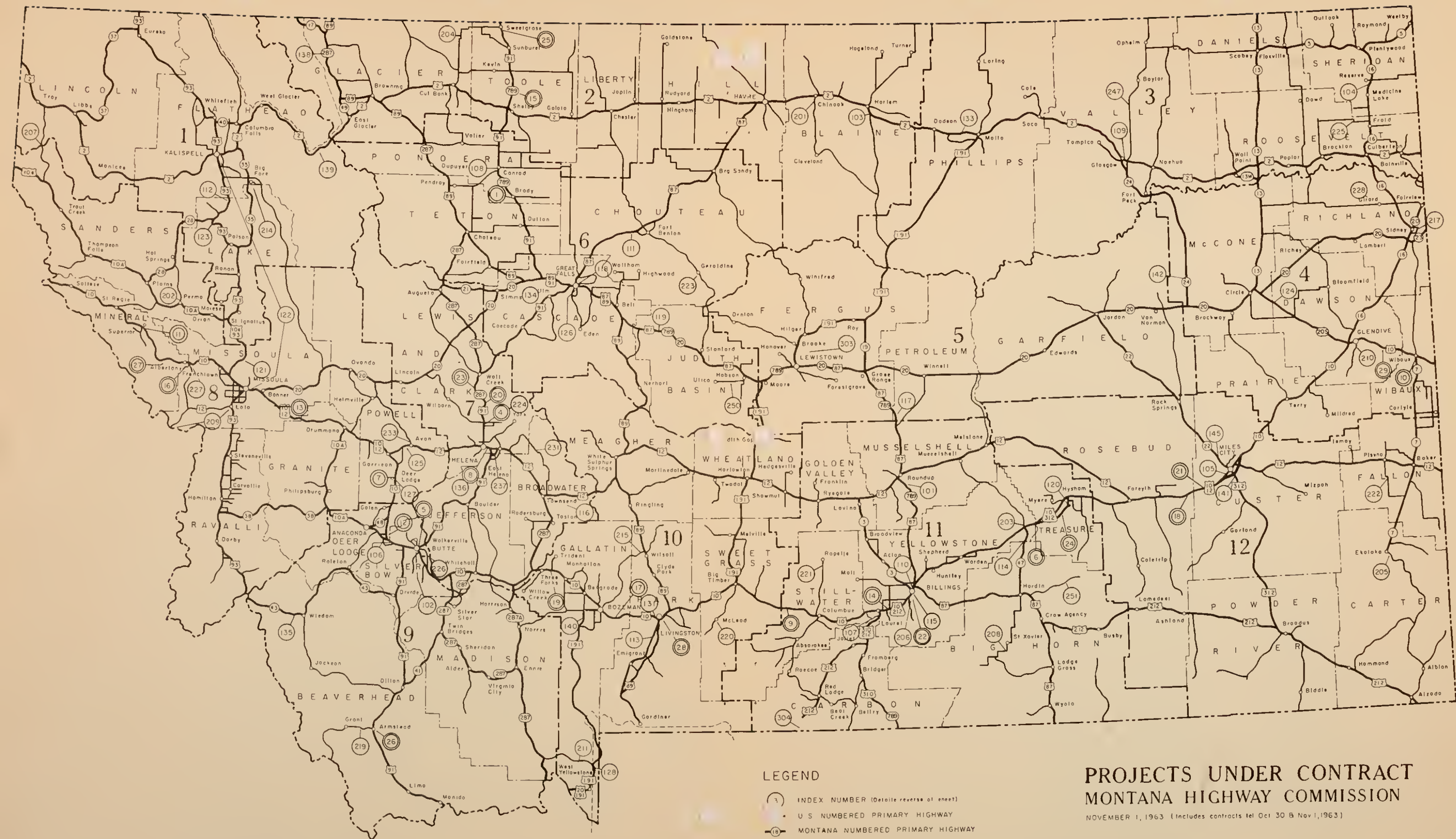
* - Bureau of Public Roads Projects .

** - Bureau of Public Roads Projects - Map Index Numbers 128 and 211 one contract .



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LEGEND

- (1) INDEX NUMBER (Details reverse of sheet)
- U.S. NUMBERED PRIMARY HIGHWAY
- MONTANA NUMBERED PRIMARY HIGHWAY
- SECONDARY HIGHWAY
- 10 FINANCIAL DISTRICT NUMBER

PROJECTS UNDER CONTRACT MONTANA HIGHWAY COMMISSION

NOVEMBER 1, 1963 (Includes contracts let Oct. 30 & Nov. 1, 1963)



Division Engineer Jack McGhee of Billings, tells the marking crew to "Put 'er over there." This picture was taken without Jack's knowledge) on October 30 on the Rimrocks project at Billings.



Just a reminder to drive carefully. Two College boys died as a result of striking this bridge railing just east of Three Forks. Highway Patrolmen estimate their speed to have been 80 mph at the time of impact.

NEWS OF THE DIVISIONS

Great Falls Division

Congratulations to Rick Fransen. Rick accepted a transfer from the field and is now working in the Design section in Great Falls.

Permit Clerk, Virginia Dunn, has just been released from the hospital where she underwent major surgery. Our best wishes for a complete and speedy recovery.

Then there was the world series! Among those suffering the pangs of adverse fortune are Rick Fransen, "Sonny" Farry, Marvin Wise and John Murrill. These men are in mourning because of the sudden and complete collapse of their heroes—the vaunted New York Yankees. However, two renowned anti-Yanks, B. B. Briscoe and Dale D. Moore,

never had it so good. They believe in the adage: "All good things come to those who wait and wait and wait. . ."

The employees of the Great Falls Division would like to go on record and extend a hearty thanks for a job well done, to the members of the insurance committee. We are aware of the additional burden placed on your shoulders by this important assignment and we wish to commend you for accepting the challenge and for the fortitude you displayed in seeing the problem through. We are confident that we will all benefit as a result of your labors.

Bozeman Division

Another one of our young bachelors decided that two can live cheaper than one, and on the 12th day of October, Linda Koerber and Leslie Wayne Saunders were married. Mr. Saunders is an Eng. Aide I, having started with the department in the early summer of this year and is presently with the crew under the supervision of John J. Anderson, Project Engineer now at Manhattan. We wish them the very best of luck and a long and happy married life.

We would also like to announce that our new "night man" is Mr. Claren D. Pearson who has been here for some weeks now. We welcome him to the Bozeman Division and hope he plans to be with us for a long time.

Also back with the Division is Donald K. Betcher who was recently released from the army and two years of service. Mr. Betcher is back with his original crew on maintenance, working under H. L. Morrison, Sectionman at Livingston.

Another new member of the maintenance forces is Charles G. Rogers who is working out of the Bozeman office under J. W. Bailey, Sectionman.

Our congratulations to Louie Maack of Harrison, who has been recently promoted to Sectionman. Mr. Maack has been with the department since 1955. We wish him success in his new position with the department.

Missoula Division

Not just an ordinary item of topography, but a grave, discovered during the location survey for Project I-1G 90-1(8)50, Superior-East.



Shown in the picture, standing just behind the grave, is George Hankinson, retired Forest Service Ranger, who witnessed the burial in about July of 1909. He recalled the occasion quite vividly and gave a very interesting account of the circumstances. It

seems the victim was an itinerant worker, either working for the Milwaukee Railroad or employed on the log drives down the Clark Fork River, and drowned under unknown circumstances about four miles upstream and the body was recovered near this point. Mr. Hankinson recalled that upon calling the Missoula authorities for instructions, they were told that "if you're sure he is dead, bury him." It seems that this was not an uncommon occurrence in those days and little ceremony was involved in the disposal of the remains. It was also interesting to note that at time of the burial, the fair-sized trees shown in the picture were only bushes about belt high. To clear this area for highway construction a Missoula mortuary was engaged to remove the remains to the Superior cemetery, which was done on November 7, 1963.



Another section of the Interstate has been completed. Shown above is the maintenance crew under the direction of John Cyr, removing the barricade to open the newly completed project I 90-1 (17)75, Unit 1, Alberton East

and West. The first car over the new highway at 2:00 p. m. on November 7, 1963 was William J. Doyle, Jr. of Superior, Montana, pictured below.



The contract, held by Nilson-Smith Construction Company of Great Falls at a cost of \$1,304,345.00 was 4.958 miles in length and completed in 83% of the contract time. Cecil Owen was the Project Engineer in charge.

Glendive Division

Congratulations on tab for our hunter-fisherman and all-round sports-minded right-of-way agent, James Hein, who is endowed with full yard-wide smile upon his countenance lately as he vividly expounds on his execution of a three-year-old bull moose in Cabin Creek, Gallatin County about September 15th. Although his story generates much pride and skill, it also has a tendency to grow from generally good sized prize bull to very huge mountain-sized beast. But we did gather between the devious "ohs" and "ahs" that it weighed in the neighborhood of 900 lbs., making the field dress weight about 500 lbs. and the take-home meat about 300 lbs. which is no small potatoes (I mean bull). Surely saves on the winter meat bill, no matter how you look at it.

Congratulations are in store for parents of Kelly Francis Dick, born October 8, 1963. Carol and Jim's little girl bundle weighed 7 lbs. and 2 oz.

Congratulations upcoming for Walter and Joyce Devoy, right of way agent, who have proud addition (girl-wise) to their family. Born October 27th and weighed in at 7 lbs. 8 $\frac{1}{4}$ ozs.

Dorinda Marie is the third girl member of this family and with mama—makes four lady